



NEWS RELEASE

CALIFORNIA STATE TREASURER PHIL ANGELIDES

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**STATE TREASURER ANGELIDES, ASSEMBLYMEMBER JONES,
SACRAMENTO COUNTY SUPERVISOR DICKINSON,
ENVIRONMENTAL LEADERS URGE
'GREEN' INFRASTRUCTURE BOND PLAN**

*Group Says Governor's Plan Will Harm Environment and
Weaken Long-Term Economic Competitiveness*

SACRAMENTO, CA - California State Treasurer Phil Angelides, Assemblymember Dave Jones (D-Sacramento), Sacramento County Supervisor Roger Dickinson, and environmental leaders today called on Governor Arnold Schwarzenegger and members of the California Legislature to derail the State's path toward sprawl, air pollution and traffic congestion by adopting a "green" infrastructure bond plan that supports smart growth, preserves California's environment, and strengthens California's economy for generations to come.

At a news conference today at a Sacramento Regional Transit light rail stop near the Capitol, the group said the Strategic Growth Plan proposed by Governor Schwarzenegger last month rehashes 20th Century-type projects that will fuel sprawl, result in longer commutes for California families, degrade the environment and worsen air quality. They called instead for an environmentally responsible, 21st Century infrastructure investment plan that will strengthen California's economy and quality of life by curbing sprawl, investing in affordable housing and transit, funding urban parks and open space, encouraging conservation and efficiency, and cleaning up pollution at California ports.

"California's environment and quality of life are under threat. Californians are spending more time in their cars and less with their families. Yet, the governor's plan does not contain a word about directing investments to support smart growth that protects our environment, invests in our cities and makes our communities more livable," said Treasurer Angelides. "The Legislature must pass, and the governor must sign, a 'green' infrastructure plan that provides 21st century solutions to improve, not degrade, California's environment and economy."

"We need to change the way we grow in this state. We need to direct bond money to smart infrastructure investments like transit, smart growth and parks that improve the quality of life for people in our state," said Assemblymember Dave Jones.

Angelides, Jones and Dickinson were joined today by David Mogavero, a Sacramento architect, developer and past president of the Environmental Council of Sacramento.



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At today's news conference, Angelides, Jones, Dickinson and Mogavero highlighted the environmental failures of Governor Schwarzenegger's infrastructure plan, and outlined five critical components to an environmentally responsible infrastructure plan. Those elements are:

- 1) The plan must invest in smart growth; the governor's proposal promotes sprawl.
- 2) The plan must fund a modern, efficient transportation network; the governor's proposal shortchanges mass transit.
- 3) The plan must preserve open space, protect our coast and set aside new parklands to maintain our quality of life; the governor's proposal locks out these vital investments.
- 4) The plan must invest in conservation and efficiency to preserve our resources; the governor's proposal tilts strongly away from environmentally friendly solutions.
- 5) The plan must clean up pollution as we expand our ports; the governor's proposal vastly underfunds this cleanup.

Later today, Angelides is scheduled to testify at a meeting of the State Legislature's Infrastructure Bond Conference Committee, which will need to approve any infrastructure bond measure that goes before the voters.

In June of 1999, Treasurer Angelides released the nationally-acclaimed *Smart Investments* report, calling for state investments in infrastructure to be made according to smart growth principles. Angelides' *Smart Investments* initiative has since directed over \$24 billion in financing from a variety of state programs to promote economic growth in existing communities, curb sprawl, shorten commutes and reduce air pollution. In December 2005, Treasurer Angelides issued a new report, *Smart Investments 2006: Five Keys to Smart Investments in California's Future*, once again calling for the development of an environmentally responsible infrastructure plan. In that report, Angelides called on Governor Schwarzenegger and the Legislature to adopt a comprehensive, fiscally sound state infrastructure investment plan that would form the foundation for California's future economic prosperity.

A copy of both reports is available online at www.treasurer.ca.gov.

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**California Needs a Green Infrastructure Plan**

To support an environmentally sustainable future, California needs a 21st Century, green infrastructure investment plan, not a rehash of 20th century projects. The governor's infrastructure proposal does not meet this test. Any plan adopted by the Legislature must have the following elements:

- **The plan must invest in smart growth; the Governor's proposal promotes sprawl.** California must use its infrastructure dollars to promote smart growth, bolstering economic opportunity and the quality of life in existing communities, putting affordable, infill housing near where people work, discouraging sprawl and protecting the environment. Any plan must have strong incentives for transit-oriented development and affordable infill housing. The governor's proposal neglects mass transit and does not direct dollars where they are needed most – to promote infill housing and the rebuilding of existing communities.
- **The plan must fund a modern, efficient transportation network; the Governor's proposal shortchanges mass transit.** California must invest in a transportation system that curbs congestion, provides transportation options for families, and reduces pollution. The Governor's proposal neglects California's urgent need to limit sprawl and pollution by investing in modern, efficient, and environmentally sound transportation systems. The Governor proposes to direct only \$4.5 billion, less than 5 percent of his plan's total transportation funding, to transit and rail, all of it for trains between cities, with no new money set aside for urban transit.
- **The plan must preserve open space, protect our coast and set aside new parklands to maintain our quality of life; the Governor's proposal locks out these vital investments.** To ensure that California's open space is preserved for ourselves and for future Californians, we must invest now in parks and open spaces, and in the protection of our coast. To revitalize center city neighborhoods, we need to invest in urban parks, public spaces and trees. The governor's proposal provides no funding for these investments. Governor Schwarzenegger's proposed arbitrary debt ceiling would use up all available funding for public works and infrastructure for the next decade, locking out for at least 10 years any new state capital funding for the coast, parks, and open space.
- **The plan must invest in conservation and efficiency to preserve our resources; the Governor's proposal tilts strongly away from environmentally friendly solutions.** California must also invest now in smart infrastructure that protects our resources and promotes conservation, efficiency, and recycling – the most cost efficient and most environmentally sustainable ways to meet California's growth needs. For example, less than 3 percent of the money the Governor has proposed for water and flood control infrastructure would go for conservation or recycling.
- **The plan must clean up pollution as we expand our ports; the Governor's proposal vastly underfunds this cleanup.** California's growing economy demands larger, more efficient ports. Yet, the governor would earmark just \$1 billion out of his bond proposal for reducing pollution at the state's ports for air pollution from diesel-powered ships, trucks, and trains. That doesn't begin to meet the environmental need. A 2005 City of Los Angeles report estimated that just to keep pollution from getting any worse at the Port of Los Angeles alone over the next 20 years would cost \$9 billion to \$13 billion. The report estimates the continuing health care and premature death costs from failure to deal with air pollution at the Port of Los Angeles to be from \$11 billion to \$28 billion through 2025.